

## **MARCH AIRFIELD/MARCH INLAND CARGO PORT**

### ***Facilities/Setting/Description***

March Inland Port (MIP) consists of very desirable elements, as well as an ideal setting both in terms of aviation and physical location.

#### **March Inland Port consists of the following key aviation elements:**

- The longest runway in California at 13,300 lineal feet.
- Navigational system is currently being upgraded from a Category I ILS to a Category II with centerline lighting. This \$3.7 million project is fully funded federally, and is scheduled to be completed in 2002.
- Index E Fire Fighting Capacity Fire Station.
- An operational airfield with a fully manned control tower.
- Airspace is non-congested, as no arrival or departure routes are "shared" by other airports within the Southern California region.
- Airfield is close to all airways.
- Upgrading the fuel system for civilian aviation fuel, including a direct pipeline and fuel farm.
- Land side, MIP contains more than one million (1,000,000) square feet of ramp area that is stressed to accommodate aircraft up to 900,000 pounds. Furthermore, the MIPAA has over 350 acres of runway accessible property available for development.

#### **The setting of March Inland Port is ideal for many reasons:**

- Airfield is located in one of the fastest growing regions of the United States.
- MIP is accessible to four major freeways, and is rail capable.
- Access to MIP has been upgraded from Interstate 215, as a High Priority Project through TEA-21. This \$8 million ground access project will be completed mid-2000.
- The regional location of March has been planned and developed to assure land use compatibility with the operation of March Airfield.
- As a joint use facility, operational costs are highly competitive.
- Fuel Flowage Fees: \$0.03/gallon

Source: March JPA, December 2004